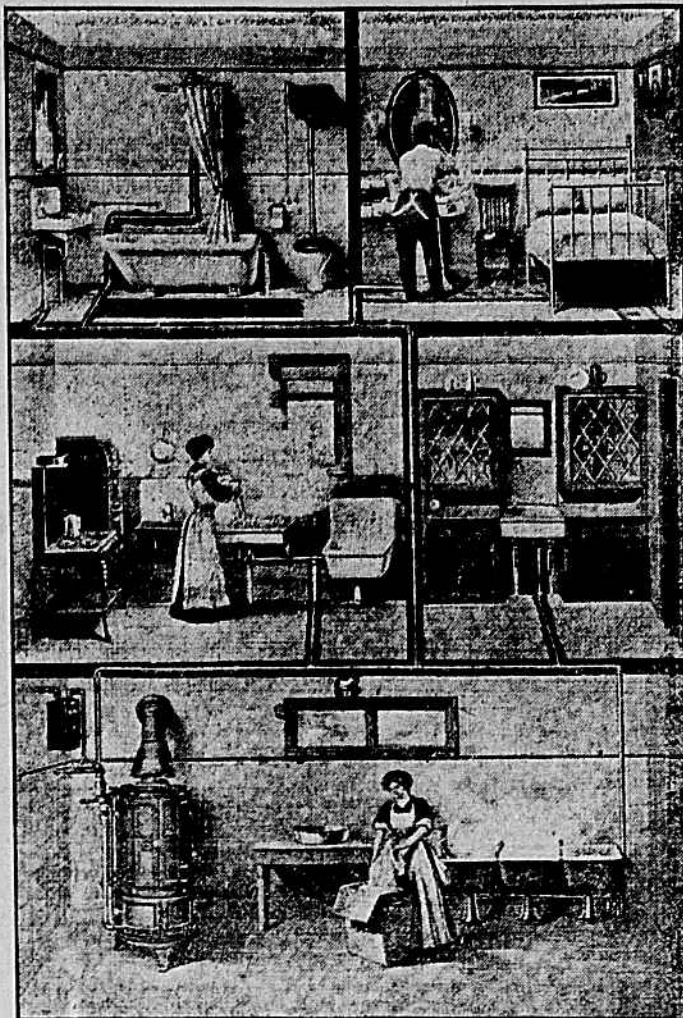


EXHIBITION

HUMPHREY Automatic and Instantaneous Gas Water Heaters



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HAVE YOU PLENTY OF HOT WATER IN YOUR HOME?

This exhibition will be in charge of expert Humphrey demonstrators who will be pleased to show each visitor how turning a faucet or striking a match will give instantly all the hot water you want, and at a lower cost than water can be heated in any other way. The Humphrey is the cheapest, best, most economical and handiest Gas Water Heater in the world. Don't fail to attend the exhibition. Bring your friends with you. Every heater positively guaranteed and sold on thirty and sixty days' trial.

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FREE! FREE!

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Put your name and address on coupon and bring into our exhibit.

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Heater Like This to be Given Away



Above illustration represents a Humphrey Instantaneous Bath-room Gas Water Heater that will heat instantaneously two and one-half gallons of water per minute—one gallon of water for every cubic foot of gas burned. Cheapest hot water in the world. Ten gallons for one cent.

COLLECTORSHIP STILL UNSETTLED

Four Candidates Are Fighting
Hard for Newport
News Job.

[Special to The Times-Dispatch.]
Washington, D. C., May 23.—During the last few weeks considerable interest has been manifested here among Republicans and Democrats in the fight for collector of customs for the port of Newport News.

Four candidates, A. C. Garrett, Fred Read, John B. Locke and J. E. B. Stuart, are contesting for the appointment.

The local Republican organization is backing Mr. Locke, and, following this lead, Representative Slemm, who is also chairman of the State Executive Committee, endorsed him.

It is a well known fact that Secretary McVeagh, who has been appealed to by Mrs. J. E. B. Stuart, widow of the great Confederate cavalry leader, would like to see the incumbent, Captain J. E. B. Stuart, retained, as his record is good and his indisposabilities creditable.

A. C. Garrett, who has the endorsement of the authorities of the Hampton Normal and Agricultural Institute, it is understood, has reached President Taft's sympathetic ear, and

and stands a show of winning out. Mr. Read, who seems to have the support of the rank and file of his party, bears the unique distinction of being close to Postmaster-General Hitchcock and Royal E. Cabell, commissioner of internal revenue, who are trying to have him named.

Many people at the Capitol believe that Mr. Stuart will be reappointed. For some reason or other Senator Knute Nelson, of Minnesota, has been putting in some good ticks for the son of Gen. J. E. B. Stuart, and there is a likelihood of his efforts bearing fruit.

An interesting feature of this contest is that Representative Slemm and National Committeeman Alvah H. Martin have locked horns with the Postmaster-General and Mr. Cabell over Locke and Read. Slemm is a great believer in the local organization and most of his candidates for Federal patronage have met with the approval of Mr. Hitchcock. This seems to be the most striking exception.

Booker T. Washington, the negro educator, it was said here some time ago, used his influence at the White House in behalf of Mr. Garrett.

Collector Stuart's term expired some time last March.

H. E. C. B.

Boys Held for Burglary.

[Special to The Times-Dispatch.]
Alexandria, Va., May 23.—In the Police Court this morning Arthur Burns, Lee Drowns and James Harrison, white youths, were held for the action of the grand jury on a charge of breaking and entering the unoccupied residence of J. R. H. Deskins, Prince and Henry Streets. Their bond was fixed at \$1,000 each. The robbery occurred early Sunday morning.

SERVED AS DETECTIVE.

Interesting Story in Connection With Disappearance of Walk.

[Special to The Times-Dispatch.]
Bristol, Va., May 23.—Detective George K. Evans, who brought J. M. Walk to Bristol to answer to the charge of having murdered Houston Childress, a fellow-policeman, here seven years ago, to-day told an interesting story connected with the long disappearance of Walk. For three years Walk served as a detective under W. E. Stouffer, chief of the merchant police of Spokane, Wash., using the assumed name of J. W. Howard. During all this time Stouffer bore a picture and description of Walk were on file in the chief's office. In February Chief Stouffer received a new circular, containing a picture of Walk. This circular he handed to Walk, with the suggestion that he might catch the man wanted in Bristol and get a big reward. Not one of the force of detectives with whom Walk was associated for three years ever suspected that he was the man wanted in Bristol for murder, and Walk was detected only when he had been detailed by the Spokane chief to do duty at Coeur d'Alene, Idaho, on a special occasion. He was then spotted as Walk by Officer Evans, but no effort was made to identify him for nearly a year later.

Civic Club Elects Officers.

[Special to The Times-Dispatch.]
Charlottesville, Va., May 23.—The Civic Club of the University of Virginia has elected the following officers for next session: Weldon T. Myers, of Broadway, Va., president; John Strode Rixey, of Charlottesville, vice-president; Harry Aubrey Toulmin, Jr., of Upperville, Va., secretary and treasurer. The other members of the executive committee are William G. Maupin, of Portsmouth, Va.; Thomas E. Dillake, of Shackelfords, Va., and Dr. Edwin A. Alderman.

RAILWAY PLANS HALTED BY SUIT

Columbus News Gives Inside
Story of Hocking Valley
Litigation.

MUCH LIKE HOLD-UP BY FEW

Chesapeake and Ohio Policy
Commended After Careful
Study of Facts.

Probably the clearest statement about the Hocking Valley litigation in Ohio, and the resulting effect on the Chesapeake and Ohio Railway's plans for reaching out toward Chicago and the Great Lakes, is given in a front page editorial published on Saturday by the Columbus, O. News. In view of the very general interest displayed by local stockholders and investors in the suit, the statement is given here in full, inasmuch as the Chesapeake and Ohio may be somewhat delayed in its development program.

The News says: A commercial advantage of the first importance to Columbus this week has been put in jeopardy. That advantage included the employment of thousands of workmen; the erection of costly and valuable improvements; the opening of new trade territory; direct routes from important coal mines; better railroad facilities through one of the richest sections of Ohio; a new trunk line to the seaboard; the terminal at Washington, D. C.; Newport News, Va., and Charleston, S. C. It is an advantage greater than the building of large opportunities for Ohio and its capital lay mainly in the extension of the Chesapeake and Ohio Railroad northwest from Gauley, Va., to Point Pleasant and Gallipolis, O., to Columbus, Toledo and finally to Chicago. The extension was made possible by the purchase of a controlling interest in the Hocking Valley Railway, and had the effect of making those two subordinate railways links in a through system from the Great Lakes to the Atlantic Ocean. Simultaneously, the New York Central lines, through the Lake Shore and Michigan Southern, took steps to open a lesser territory to the north by purchasing an interest in the Kanawha and Michigan equal to that of the Chesapeake and Ohio and a controlling interest in the Toledo and Ohio Central.

C. & O.'s Great Work. Both these larger railroads are well known to the people of Ohio. Neither is known as a wrecker. On the contrary, both are remarkable among American railways for the efficiency of their service, the excellence of their equipment and their far-sightedness in co-operating with their patrons for the development of the sections through which their lines lie. As the Chesapeake and Ohio is the larger factor in the advantage for Columbus now at stake, it is proper to call attention to these facts particularly.

That through a large part of the territory it already traverses it has a monopoly of railroad traffic; that, nevertheless, it is held in the highest favor by the people of that territory; that it has maintained a local passenger service in that territory far more generous than the receipts warranted; that lines than upon almost any other in the United States; that its rolling stock has been maintained at the high-

est stage of efficiency; that it has kept out of politics; that it has given financial aid to settlers along its line and to farmers already established there who sought to improve their holdings; that, in short, it has been made to perceive that its future was bound up in the prosperity of its territory and in maintaining relations of honest and businesslike fairness with the people of that territory.

On the announcement of the purchase by this system of the Hocking Valley, this newspaper undertook to learn the plans of the Chesapeake and Ohio as far as they might affect Columbus and the State. The disclosure of those plans was not made at that time for publication. It is, however, not improper to state now that they provided for the retention in Columbus of the operating offices of the Hocking Valley, for the enlargement of the establishment of Columbus as the point between the terminal of the trunk line, for the double-tracking of the Hocking Valley, for the construction of direct lines to Columbus from the mines near Ashland, Ky., and Huntington, W. Va., and for direct connections to and from such plans will be manifest to every business man in Columbus.

Delay Not Serious. These plans are now all suspended. The delay may not be greater than a month. It may extend through several years. The purpose of this editorial is to point out to the people of Columbus and the State that the interruption of these plans will be costly to all the property-holders along the lines of the Hocking Valley and Ohio Central; that such cost is out of all proportion to any possible danger involved to any stockholder in either of the smaller lines, and that the force of public opinion should be directed to make the delay as short as possible.

The interruption of these plans in the form of the purchase of 240 shares in the Hocking Valley road out of 260,000 shares, and of 800 shares out of 500,000 in the Toledo and Ohio Central, it has been urged in court and not denied that these shares were acquired for the chief purpose of throwing the whole transaction into litigation. That may or may not be true. But these things are unquestionably true.

That the purchase of those 1,140 shares out of 350,000 has been put to that use; that it has not even been charged that either of the two great railroads systems threatened the holdings of these minority interests with any depreciation of value in their holdings; and that the ground upon which the action at law has been based has been chiefly that some one might some time charge that the merger was a violation of the anti-trust laws and so make the holders of these 1,140 shares liable for damages.

This newspaper does not prejudice the cases now on trial. It does not criticize adversely any of the courts before whom those cases have been taken. It believes that the courts should and will protect the rights of every stockholder in every corporation involved. It holds, as a first tenet of its political faith, that the people must protect themselves against any combination of corporations in restraint of trade, although in this latter connection it remembers that Wade Ellis, leading counsel for these minority stockholders, has himself while official trustee of the present administration—defined such extensions of railroad systems as wholly proper in law and practice. But the News insists that the fears of its clients in these cases jeopardize the commercial progress of this city and State upon ground that is unimpressive, to say the least, and at a cost to the public which is thousands of times greater than any possible reckoning of the value of their holdings.

Finally, these facts should also be understood:

Held Up by Few. The claimants in the Hocking Valley cases represent 240 out of 130,000

shares of preferred stock. Their associates holders of the 149,760 other shares of preferred stock have accepted the retirement of the preferred stock under the law. It was bought subject to such retirement, and these others have been not only willing to accept it, but desirous of doing so. Their money was at hand until the intervention of these claimants. From that day they have been forced to wait—and many of them are residents of Columbus—and they will be forced to wait until either the 240 shares are bought at highly advanced prices or the pending suits are finally brought to an end in a land famous for tardy justice.

The situation is well-nigh intolerable. If it were the location of a new factory we would all be alert to correct it. The News believes that what is understood, the Chamber of Commerce and allied bodies of business men which would be so quickly aroused in that lesser matter, will bring to bear the power of their organized influence to end a litigation that threatens so great an injury to the commerce of Columbus and the State. Every merchant, every manufacturer, every user of fuel, is directly involved in it. Every shipper of freight is concerned in the development of the new territory. Every one of the 200,000 residents of Columbus is party to these actions and bearers of this burden. If they permit the tax of this controversy upon them will exceed 100,000 times the value of every share of stock upon which the delay depends.

NARROW ESCAPE.

Sheriff, in Attempting to Arrest Negro, Is Painfully Injured.

[Special to The Times-Dispatch.]
Sallisbury, N. C., May 23.—Sheriff McKenna had a narrow escape from serious injury Saturday night in attempting to arrest a negro suspected of running a blind tiger. With Deputies Jim Krider and Lock McKenble, on their way to East Spencer, he came upon a negro in a buggy. Finding a quantity of whiskey in the buggy, the sheriff stepped between the wheels to arrest the negro, when the latter whipped his horse furiously, and jumped out. To avoid being run over, Sheriff McKenna clung to the vehicle, and was dragged about a hundred yards. Finally, falling, the wheels passed over his body. He was severely bruised, but not seriously hurt. Several shots were fired at the fleeing negro, but without effect.

Report in Boundary Dispute Filed.

[Special to The Times-Dispatch.]
Alexandria, Va., May 23.—Howard W. Smith, special master commissioner of the United States against Theodore Johnson with R. P. W. Garnett, clerk of the United States Court for the Eastern District of Virginia. This case is to determine the boundary dispute between the government and the adjoining property owners on what is known as the military road, leading to Fort Meyer. The case will probably come up at the July term of court.

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